THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Available Railway land in Delhi area is as under:—

1. Delhi Main railway station 13.5 hectare approximately.
2. New Delhi railway station 87.5 hectare approximately.
3. Nizamuddin railway station 69.5 hectare approximately.

(The above area includes station area also)

(c) and (d) The available land around these stations is required for Railways developmental/operational requirements. Various works like improvement of circulating area, construction of new station building at Ajmeri Gate side of New Delhi Railway Station have been undertaken.

Proposal for new railway lines

†3781. SHRI SANTOSH BAGRODIA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals for new railway lines included in the railway budget for the year 2004-05 and 2005-06 for carrying out a survey for the same;

(b) the time-limit fixed for completing the said survey work of these new railway lines;

(c) the norms fixed for approval of new railway lines after completion of the said survey work; and

(d) the figures regarding railway network of the country, and position of Rajasthan regarding railway network *vis-a-vis* other States and the details thereof; State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A total of 41 and 40 number of surveys for new lines were included in the railway Budgets 2004-05 and 2005-06 out of which 32 and 8 surveys have been completed respectively. The surveys are normally planned for completion within 2-3 years depending upon the availability of manpower and resources.

(c) The policy for taking up new lines projects was enunciated by the National Transport Policy Committee in 1980. This policy states that new lines would be taken up on the following criteria:

†Original notice of the question was received in Hindi.

(i) Project oriented lines to serve new industries for tapping mineral and other resources.

(ii) Missing links for completing alternative routes.

(iii) Lines required for strategic reasons; and

(iv) Lines for establishment of new growth centres or giving access to remote areas.

Apart from this, the financial viability of the project is also taken into consideration. As per extant norms, a project is considered financially justified if it yields a return of not less than 14% under Discounted Cash Flow Method.

(d) Detailed State-wise figures of the Route Kms. of the railways at the end of 2004-05 is given in the Railway Year Book 2004-05 which is distributed alongwith Railway Budget Documents.

Discontinuing the I and II class A.C.

†3782. SHRI AJAY MAROO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any intention to discontinue the I class A.C. and II class A.C. in the trains;

(b) if so, the reasons therefor; and

(c) whether any action plan or time-limit has been fixed in this regard and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

Development of rail network in Orissa

3783. SHRI B.J. PANDA:
SHRI RUDRA NARAYAN PANY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Orissa State is entering into an era of industrial resurgence which needs development of adequate railway network in the State;

†Original notice of the question was received in Hindi.